Sole Manufacturer and Distributor in the Czech Republic:
ATEC v.o.s.
Location of factory: ATEC v.o.s., Opolanská 350, 289 07 Libice nad Cidlinou
Czech Republic

ATEC 321 FAETA

Flight and Operations Manual

Libice nad Cidlinou 1 / 2007

Type of aeroplane **ATEC 321 FAETA**

Serial number ……

Identification label ……

LAA CR type licence **ULL – 04 / 2005**

This aircraft is not registered at the Civil Aviation Authority and is to be operated at operator's own responsibility

The aeroplane must be operated according to the information and limits of this Flight and Operations Manual. This manual must ever be on the board of aeroplane

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Chapter 1

1. General

1.1. Introduction

1.2. Personal Data of the Owner

1.3. Description of the Aeroplane

1.4. Modifications and Changes

1.5. Specification

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1.1. Introduction

The information provided by this manual is necessary for an effective and save operation of the **ATEC 321 FAETA** aircraft. Also included are information and documents of importance from the manufacturer.

1.2. Personal data of the owner

Owner of aircraft:

Address:

Telephone No:

Date from to:

Owner of aircraft:

Address:

Telephone No:

Date from to:

Owner of aircraft:

Address:

Telephone No:

Date from to:

1.3. Description of the Aeroplane

ATEC 321 FAETA is an ultralight two-seater cantilever low-wing aircraft of an all carbon composite construction. The landing gear has a fixed tricycle undercarriage with a steerable front wheel. The power plant is a pull arrangement and consists of a ROTAX 912 UL 80 HP or ROTAX 912 ULS 100 HP engine and a two-blade or three-blade ground adjustable propeller FITI ECO COMPETITION.

1.4. Modifications and Changes

If any changes or modifications to the aircraft are made, the owner of the aircraft must notify the manufacturer and supply drawings and specifications of materials used. If the aircraft is sold, the manufacturer must be notified with the name and address of the new owner.

1.5. Specification

Dimensions

Wing span	…….	9,6 m			
Length of fuselage	…….	6,2 m			
Total height	…….	2,0 m			
Wing area	…….	10,1 m^2			
Depth of mean aerodynamic chord	……..	1,11 m			
Span of horizontal tail surface	……..	2,4 m			
Flap position	…….	I		10°	45 mm
		II		20°	90 mm
		III		35°	150 mm
Aileron deflection	up ……..			20°	90 mm
	down ……..			12°	55 mm
Elevator deflection	up ……..			22°	80 mm
	down ……..			18°	65 mm
Rudder deflection	L/R ……..			+-20°	+-180 mm

Airfoil Section

Root section ……..	SM 701
End section ……..	SM 701

Landing Gear

Wheel spacing……..	1,9 m
Wheel base ……..	1,44 m
Tyre dimensions ……..	350 * 120
Tyre pressure ……..	0,16 MPa / 1,6 atp / 24 psi
Springing system	
Main wheels ……..	composite spring
Front wheel ……..	rubber spring

Brakes ……. Main wheels hydraulic disc brakes

Rescue System installed / not installed……. USH 520 S SOFT PACK,
v_{MAX} = 293 km/h

Weights

Empty weight ……		kg
Maximum take-off weight ……	450	kg
Maximum take-off weight including rescue system installed …	472,5	kg
Maximum weight of luggage in luggage compartment ……	5	kg

Driving Unit

Propeller manufacturer	Josef Faturik	
Type of propeller	FITI ECO COMPETITION 2 blade, 3 blade	
Engine manufacturer …….	Bombardier – ROTAX GmbH	
Type of engine	ROTAX 912 UL 80 HP	ROTAX 912 ULS 100 HP

Power

Take-off power	59,6 kW/80 HP/5800 RPM	73,5 kW/100 HP/5800 RPM
Maximum continuous power	58 kW / 78 HP/ 5500 RPM	69 kW / 94 HP / 5500 RPM
Cruising power	37,7 kW/51 HP/4800 RPM	44,6 kW/60 HP / 4800 RPM

Engine Speed

Maximum take-off engine speed …….	5800 RPM / 5 minutes maximum
Max. continuous engine speed …….	5500 RPM
Cruising engine speed …….	4800 RPM
Idling …….	1400 RPM approximately

Oil Temperature

Minimum …….	60°C	
Maximum	140°C	130°C
Operational optimum …….	90°C – 110°C	

Temperature of Engine Cylinders

Minimum …….	60°C	
Maximum	150°C	135°C

Oil Pressure

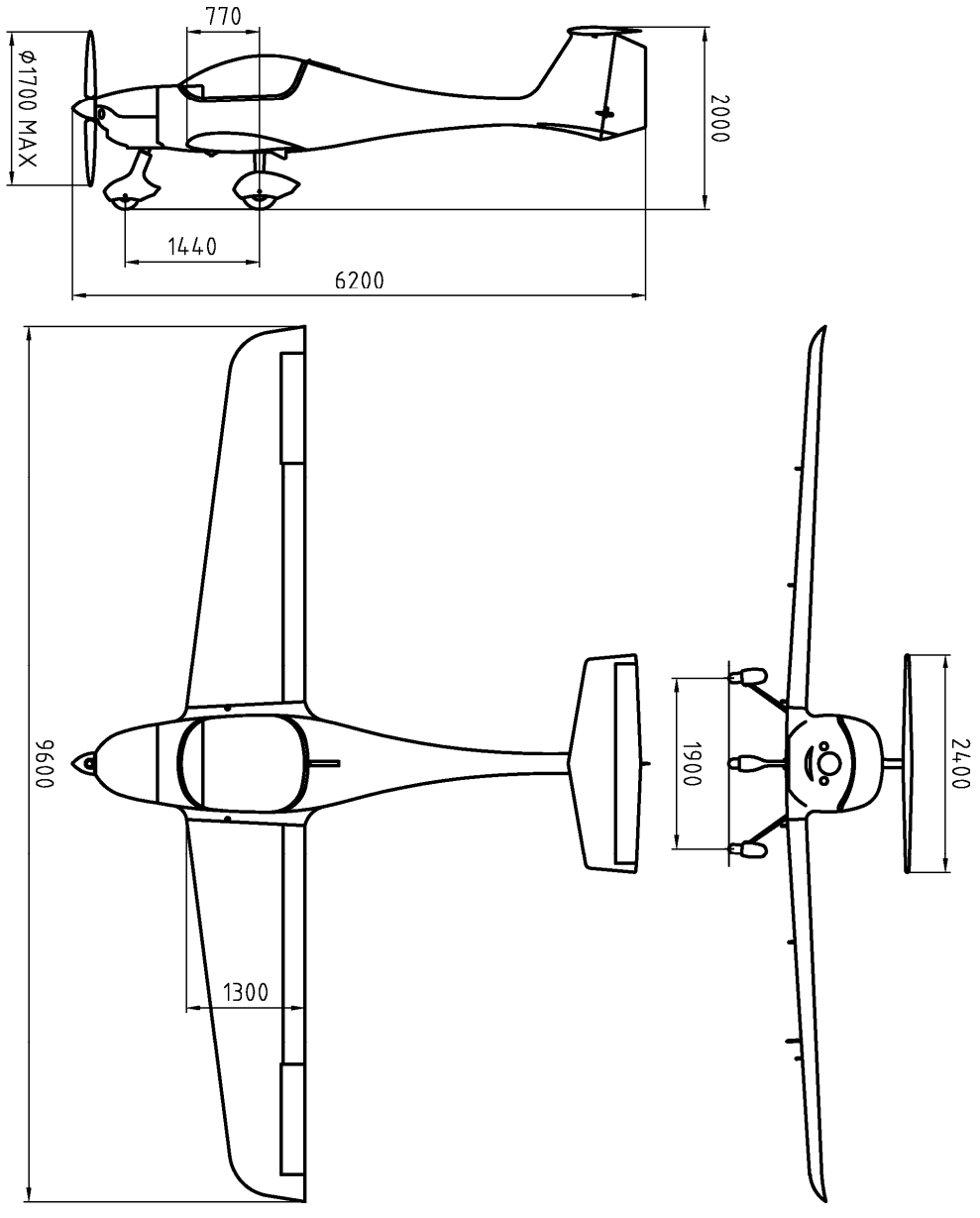
Maximum short time operated by cold start ……..	7,0 bar
Minimum …….	0,8 bar (engine speed below 3500 1/min)
Operational …….	2,0 – 2,5 bar (over 3500 1/min)

Fuel Type ……. See Art. 2.10.

Oil Type ……Any branded oil for 4 stroke motorcycle engines with gearbox additives. Power class SF, SG + GL4 or GL5.

ROTAX 912 UL is not certificate as an aircraft engine and a failure may occur whenever. The pilot is fully responsible for consequence of engine failure

1.6. Three-View Sketch



Chapter 2

2. Operational Limits

2.1. Introduction
2.2. Air Speeds
2.3. Weights
2.4. Centre of Gravity
2.5. Manoeuvre and Gust Envelope
2.6. Permitted Manoeuvres
2.7. Operational Load Factors
2.8. Type of Operation
2.9. Crew
2.10. Fuel
2.11. Wind
2.12. Other Limits
2.13. Placards and Markings

2.1. Introduction

The chapter 2 contents are operational limits necessary for a save operation of the aircraft

2.2. Air Speeds IAS (Indicated Air Speed)

Never exceed speed		v_{NE}	…	295 km/h	…	159 kt

Do not exceed this speed in any case

Design manoeuvre speed		v_A	……	165 km/h	…..	89,1 kt

Do not use full deflection of the rudders and sudden control operations. Overload of the aircraft may occur

Maximum design cruising speed		v_C	……	227 km/h	…..	122 kt

Operation over this speed must be conducted with caution in smooth air only

Max. cruising speed at severe turbulence		v_{RA}	……	179 km/h	…..	96,7 kt

Never exceed this speed at severe turbulence

Maximum speed at flaps deflection	10°	v_{FI}	……	132 km/h	…..	71,3 kt
Maximum speed at flaps deflection	20°	v_{FII}	.....	120 km/h	.....	64,8 kt
Maximum speed at full deflection	35°	v_{FE}	……	109 km/h	…..	58,9 kt
Maximum recommended speed at def.	35°	v_{FIII}	……	90,0 km/h	…..	48,6 kt

Do not exceed this speed with flaps deflected

Stalling speed flaps retracted		v_{S1}	……	64,0 km/h	…..	34,6 kt

The loss of uplift and fall of aircraft with flaps retracted happens by this speed

Stalling speed in landing configuration		v_{SO}	…..	51,2 km/h	…..	27,6 kt

The loss of uplift and fall of aircraft with flaps position III deflected happens by this speed

2.3. Weights

Empty weight ……. kg

Maximum take-off weight ……. kg

Useful load ……. kg

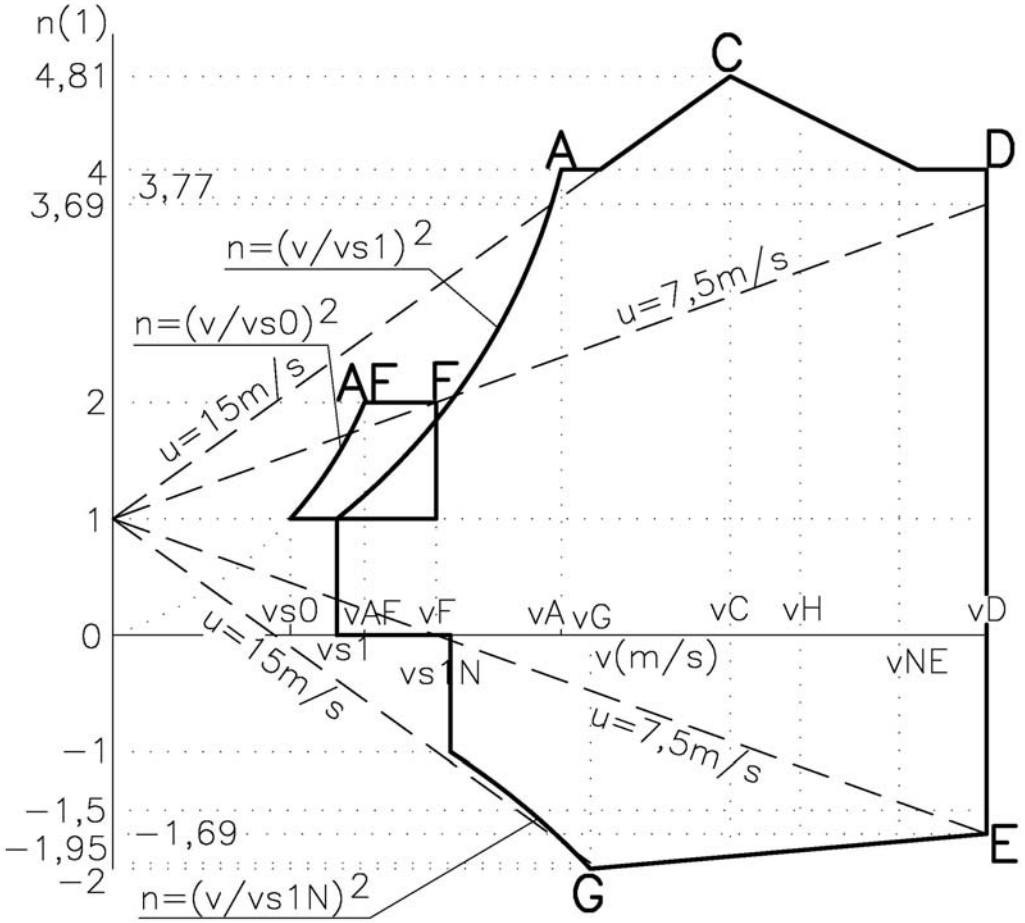
Never exceed the maximum take-off weight of the aeroplane

2.4. Centre of Gravity (CG)

CG of the empty aeroplane …… % MAC

Flight range of CG …… 27 – 36% MAC

2.5. Manoeuvre and Gust Envelope



vS0	=	51,2	km/h	=	14,2	m/s	=	27,6	kt
vS1	=	64,0	km/h	=	17,8	m/s	=	34,6	kt
vAF	=	81,2	km/h	=	22,6	m/s	=	43,8	kt
vS1N	=	116	km/h	=	32,2	m/s	=	62,6	kt
vF	=	109	km/h	=	30,3	m/s	=	58,9	kt
vG	=	172	km/h	=	47,8	m/s	=	92,9	kt
vA	=	165	km/h	=	45,8	m/s	=	89,1	kt
vC	=	227	km/h	=	63,1	m/s	=	123	kt
vH	=	270	km/h	=	75,1	m/s	=	146	kt
vNE	=	295	km/h	=	81,9	m/s	=	159	kt
vD	=	330	nm/h	=	91,7	m/s	=	178	kt

2.6. Permitted Manoeuvres

Category of the aeroplane: Normal

Except of the normal flight manoeuvres, the sharp turns up to bank of 60^{o}, level and climbing turns are permitted.

Acrobatics, intended spins and stalls are prohibited

2.7. Operational Load Factors

Maximum positive load factor in CG	……	+4,0 g
Maximum negative load factor in CG	……	-2,0 g

2.8. Type of Operation

Permitted day flights VFR only (flights by unobstructed field of vision)

IFR flights (instrument flights) and flights by ice formation are prohibited

2.9. Crew

Number of seats	…….	2	
Minimum weight of crew	…….	50 kg	see corrections Art. 9.4.
Maximum weight of crew	…….	180 kg	see corrections Art. 9.4.

2.10. Fuel

Recommended Motor Fuel unleaded petrol. Minimum octane number 95

Fuel capacity	…….	70 l
Not usable rest of fuel	…….	0,7 l

2.11. Wind

The safe taking off and landing is possible if the following wind speed limits are not exceeded:

a)	taking off or landing against wind	…….	up to 12 m/s
b)	taking off or landing tail wind	…….	up to 3 m/s
c)	taking off or landing cross wind	…….	up to 6 m/s

2.12. Other Limits

Smoking and using of mobile telephones is prohibited in the aircraft.

2.13. Placards and Markings

The aircraft shall be equipped with mandatory placards placed on instrument panel containing following information:

- Identification of aircraft
  Identification label. Serial number. Designation. Empty weight. Maximum take of weight.

- Operating limitations
  Weight limits depending on weight of crew, fuel and luggage. Speed limits for standard flight configurations.

- Passenger Warning
  Definition of aircraft category, its airworthiness conditions and limitations. Intentional spins, stalls and aerobatics prohibition.

Chapter 3

3. Emergency Instructions

3.1. Engine Failure Taking-Off
3.2. Engine Failure in Flight
3.3. Rescue System Application
3.4. Fire in Flight
3.5. Power-Off Flight
3.6. Emergency Landing
3.7. Safety Landing
3.8. Aborted Landing
3.9. Vibration

3.1. Engine Failure on Take-Off

1. **Push stick forward aircraft into gliding attitude and maintain airspeed of 100 km/h (54 kt).**
2. Determine the wind direction, adjust flaps for suitable position, turn off fuel valve, switch-off ignition, adjust safety belts and switch-off the master switch just before landing.

A. At a height up to 50 m get the aircraft into landing configuration and carry out a landing with respect for obstructions in take-off direction.

B. At a height above 50 m choose a suitable area for emergency landing.

3.2. Engine Failure in Flight

1. **Get the aircraft into gliding attitude and maintain airspeed of 100 km/h (54 kt).**
2. Check a fuel level, switch on and make sure ignition is switched on.
3. If no problem found, try restarting the engine once more using additional fuel system.
4. If restarting impossible, use the instructions 3.1.

3.3. Rescue system deployment

In distress by final loss of flight control do activate the rescue system

1. Switch off ignition
2. Adjust safety belts
3. Activate the rescue system

In case of landing on a limited area when collision is inevitable, use the rescue system for a braking devise.

The aircraft can be damaged or the crew may be injured due to using a rescue system

3.4. Fire in flight

1. Close the fuel valve
2. Open the throttle
3. Switch off the main switch and ignition
4. Do emergency landing
5. Get off the aircraft

3.5. Power-off flight

1. Speed …… 100 km/h ….. 54 kt
3. Flaps retracted
4. Normal flight conditions

3.6. Emergency landing

1. Carried out in case of engine failure
2. Speed ……. 100 km/h ….. 54 kt
3. Adjust safety belts
4. Flaps according to situation
5. Announce the situation by the aeroplane radio station
6. Close the fuel valve
7. Turn off ignition
8. Turn off the main switch

3.7. Safety landing

Carry out in case of the loss of orientation, fuel exhaustion or for other reason if the aircraft is fully controllable.

1. Determine the wind direction
2. Choose a suitable landing area
3. Carry out a low pass into the wind along the right-hand side of landing area and inspect the area thoroughly.
4. Carry out a circuit flight
5. Calculate the landing plan
6. Land in the first third of the landing area using landing flaps

3.8. Aborted landing

Carry out in case of wrong calculation of landing manoeuvre or after jump out by landing in case of pilot's consideration to abort landing manoeuvre and continue to fly.

1. Set up engine speed on maximum power
2. Set up take-off flaps position – I
3. Get level speed 110 km/h ….. 59 kt
4. Draw up control stick slowly to get aircraft into climbing by speed 110 – 120 km/h ….. 59 – 65 kt
5. Retract flaps

3.9. Vibrations

In case of unusual vibrations occurs.

1. Set the engine speed to where vibration is least
2. Carry out the safety landing checks for a possible emergency landing and head for the nearest airport

Chapter 4

4. Standard Procedures

4.1 Pre-Flight Inspection
4.1.1 Procedures Before Entering the Cockpit
4.1.2 Procedures After Entering the Cockpit
4.2 Procedures Before Starting the Engine and Starting the Engine
4.3 Warming up the Engine, Engine Test
4.4 Taxiing
4.5 Engine check
4.6 Procedures Before Take-Off
4.7 Take-Off and Climb Away
4.8 Cruising Flight
4.9. Descend and Landing
4.10 Flight in Rainy Conditions

4.1. Pre-Flight Inspection

It is important to carry out a proper pre-flight inspection failure to do so or perform an incomplete inspection could be the cause of an accident. The manufacturer recommends using the following procedure:

4.1.1. Procedures Before Entering the Cockpit

1. Check ignition - turned off.
2. Check main switch – turned off
3. Check the wings, wing surfaces ailerons and flaps, clearances, hinges and connections of the controls, security of the wing pins, Pitot tube.
4. Check the tail surfaces, elevator and rudder for secure connections, clearances and free movement.
5. Check the fuselage, the surface and state.
6. Check the landing gear, laminate springs, security of main and front wheels, their covers, screws and nuts, proper tire pressure, break function.
7. Engine – the state of fastening of the engine covers, the state of the engine bed, intact fuel, oil and cooling system hoses, the fuel system drain.
8. Propeller – the surface state, if it is intact, the state and fastening of the propeller cone.
9. Cockpit – control of fastening and proper locking of the canopy, correct functioning and condition of the electrical installation of instruments, the state of the flight instruments, control of the fuel level, proper functioning of controls.

4.1.2 Procedures After Entering the Cockpit

1. Check foot-operated controls
2. Check brakes – brakes on
3. Check hand - operated controls
4. Check flaps
5. Check engine controls
6. Check fuel valve
7. Check fuel level indicator
8. Check main switch – turned off
9. Check ignition – turned off
10. Check instruments – state, zero positions, adjust altimeter

4.2. Procedures Before Starting the Engine and Starting the Engine

1. Rescue system - unlock
2. Safety belts - fasten
3. Close the canopy and secure
4. Turn on the fuel valve
5. Throttle to idle run
6. Open the choke if the engine is cold
7. Brakes on
8. Main switch on

9. Ignition on
10. Pull up the control stick
11. Start the engine
12. Oil pressure minimum within 10 seconds
13. Turn off the choke
14. Warm up the engine until the operating temperature

Never release canopy after starting engine

4.3. Warming up the Engine

Start to warm up the engine at 2000 rpm, hold approx. 2 minutes, continue until 2500 rpm till the oil temperature reaches 50^{o}C. Check both ignition circuits according to Art. 4.5.

4.4. Taxiing

Recommended speed of taxiing is 15 km/h ….. 8 kt max, direction is controlled by the front wheel.

4.5. Engine Ignition Check

1. Brakes on
2. Engine speed 4000 RPM
3. Switch off first ignition circuit – engine speed drop not over 300 RPM
4. Switch on – 4000 RPM
5. Switch off second ignition circuit – engine speed drop not over 300 RPM

Speed difference between circuits running separately not over 120 RPM

4.6. Pre Take-Off

Compulsory procedures prior take-off:

1.	Brakes	checked
2.	Foot-operated controls	checked
3.	Hand operated controls	checked
4.	Flap position I set and	checked
5.	Choke turned off	checked
6.	Fuel master switch on and	checked
7.	Fuel gauge indicator	checked
8.	Instruments on and within limits	checked
9.	Safety belts secure	checked
10.	Cockpit secure and locked	checked

4.7. Take – Off and Climb Away

By accelerating until the maximum position of the throttle is reached, make the aeroplane move. With the help of the front wheel and the rudder keep the aeroplane in the axis of the runway. At speed of 75 km/h you make the aeroplane fly off the earth by a light pull of the stick and continue the flight until 110 km/h. Then by gradual pull you make the aeroplane start climbing at the optimum speed of 110 km/h. During the take-off, the marginal engine values must not be exceeded.

4.8. Cruising flight

ATEC 321 FAETA has good flight features in the whole range of permitted speeds and centre of gravity positions. The cruising speed is in the range **120 – 230 km/h …… 65 – 124 kt.**

4.9. Descent and landing

Carry out the descent with the throttle in idle run at speed of 100 km/h ….. 54 kt
Flaps position limitations according to Art. 2.2

Procedures in the final:

1. Speed 90 km/h ….. 49 kt
2. Wing flaps in position III (at strong turbulence or headwind position II)
3. Throttle idle, or corrected if necessary
4. Instruments in the permitted limits

Landing

The aeroplane in the hold-up position decreases its speed by a gradual pull of the control stick until it touches down at speed of 70 km/h …... 38 kt. After the touch down of the front wheel, the landing run can be cut down by breaking.
Do not apply a maximum brake effect except of an extreme situation. An undue wear of tyres, brake lining and disc comes to and an over-stress of undercarriage and other parts may shorten durability of an aircraft rapidly.

4.10. Flight in rainy conditions

During the flight in the rain, the pilotage should be carried out with increased caution because of the decreased visibility and cockpit transparency. Furthermore, one should take into account a shortened hold-up position during the landing and extended take-off distance.

Maintain the following speeds during the flight in the rain:

1.	Climb away	110 km/h	…..	59 kt
2.	Cruising flight	120 – 180 km/h	…	65 – 97 kt
3.	Descent at landing	110 km/h	…..	59 kt, flaps I or II, see Art. 2.2

Chapter 5

5. Performances

5.1. Introduction
5.2. Stalling Speeds
5.3. Loss of Height by Stalling
5.4. Take off Distance at 15 m Height
5.5. Rate of Climb
5.6. Cruising Speeds
5.7. Range of Flight
5.8. Air Speed Indicator Corrections

5.1. Introduction

The information on speedometer calibration, stalling speed and other performances of the ATEC 321 FAETA with ROTAX 912 UL 80 HP and ROTAX 912 ULS 100 HP engine and propeller FITI ECO COMPETITION 3B/160 adjusted on angle of attack 18°/80 HP and 21°/100 HP is provided in this chapter.

5.2. Stalling Speeds

Engine idling	Flaps retracted	Flaps I (10°)	Flaps II (20°)	Flaps III (35°)
Solo	70,5 km/h 38,1 kt	61,9 km/h 33,4 kt	58,7 km/h 31,7 kt	47,1 km/h 25,4 kt
472,5 kg	64,0 km/h 34,6 kt	62,0 km/h 33,5 kt	60,8 km/h 32,8 kt	51,2 km/h 27,6 kt

Engine stopped				
One pilot	70,5 km/h 38,1 kt	61,9 km/h 33,4 kt	58,7 km/h 31,7 kt	47,1 km/h 25,4 kt
472,5 kg	64,0 km/h 34,6 kt	62,0 km/h 33,5 kt	60,8 km/h 32,8 kt	51,2 km/h 27,6 kt

5.3. Loss of Height by Stalling

Level flight flap position	Flap deflection	Height loss	
I	10°	30 m	100 ft
II	20°	30 m	100 ft
III	35°	30 m	100 ft
0	0	30 m	100 ft

5.4. Take off Distance at 15 m / 50 ft Height

Engine	80 HP		100 HP	
Runway surface	Take off distance		Take off distance	
Concrete	270 m	880 ft	245 m	800 ft
Turf	290 m	950 ft	265 m	870 ft

5.5. Rate of Climb

Engine	80 HP		100 HP	
One pilot, 100 km/h 54 kt	6 m/s	1180 FPM	7,5 m/s	1480 FPM
Two pilots 472,5 kg	4,5 m/s	890 FPM	6,0 m/s	1180 FPM

5.6. Cruising Speeds

ROTAX 912 UL 80 HP

Air speed km/h	kt	RPM	Consumption l/h
120	64,8	4000	5,8
140	75,6	4250	7,2
160	86,4	4600	9,5
180	97,2	4850	10,8
200	108	5200	13,1
230	124	5500	17,0

ROTAX 912 ULS 100 HP

120	64,8	3250	4,0
140	75,6	3700	5,5
160	86,4	4100	8,2
180	97,2	4500	10,8
200	108	4950	12,6
230	124	5500	18

5.7. Range of Flight

By maximum fuel capacity 70 l
ROTAX 912 UL 80 HP

Air speed km/h	kt	Range of fl. km	nm	Flight endurance h	15 l Flight reserve h
140	75,6	942	509	6,9	2,7
160	86,4	832	449	5,2	2,4
180	97,2	803	434	4,6	1,8
200	108	763	412	3,8	1,5

ROTAX 912 ULS 100 HP
By maximum fuel capacity 70 l

140	75,6	1270	686	9,1	3,6
160	86,4	975	526	6,1	2,4
180	97,2	833	450	4,6	1,8
200	108	781	422	3,9	1,5
230	124	610	329	2,7	1,1

Air Speed Indicator Corrections

CAS km/h	CAS kt	IAS km/h	IAS kt	Deviation km/h	Deviation kt	Note
57,0	**30,8**	**51,2**	**27,6**	**-5,8**	**-3,1**	**v_{S0}**
69,0	**37,3**	**64,0**	**34,6**	**-5,0**	**-2,7**	**v_{S1}**
70,0	37,8	65,1	35,2	-4,9	-2,6	
80,0	43,2	75,8	40,9	-4,2	-2,3	
90,0	48,6	86,5	46,7	-3,5	-1,9	
100,0	54,0	97,2	52,5	-2,8	-1,5	
110,0	**59,4**	**108,8**	**58,7**	**-1,2**	**-0,7**	**v_{FIII}**
120,0	**64,8**	**120,4**	**65,0**	**0,4**	**0,2**	**v_{FII}**
130,0	**70,2**	**132,0**	**71,3**	**2,0**	**1,1**	**v_{FI}**
140,0	75,6	143,7	77,6	3,7	2,0	
150,0	81,0	155,3	83,8	5,3	2,8	
158,0	**85,3**	**164,6**	**88,9**	**6,6**	**3,6**	**v_{A}**
160,0	86,4	166,9	90,1	6,9	3,7	
170,0	**91,8**	**178,5**	**96,4**	**8,5**	**4,6**	**v_{RA}**
180,0	97,2	190,1	102,7	10,1	5,5	
190,0	102,6	201,8	108,9	11,8	6,4	
200,0	108,0	213,4	115,2	13,4	7,2	
210,0	113,4	225,0	121,5	15,0	8,1	
212,0	**114,5**	**227,3**	**122,8**	**15,3**	**8,3**	**v_{C}**
220,0	118,8	236,6	127,8	16,6	9,0	
230,0	124,2	248,3	134,0	18,3	9,9	
240,0	129,6	259,9	140,3	19,9	10,7	
249,0	**134,4**	**270,3**	**146,0**	**21,3**	**11,5**	**v_{H}**
250,0	135,0	271,5	146,6	21,5	11,6	
260,0	140,4	283,1	152,9	23,1	12,5	
270,0	**145,8**	**294,7**	**159,2**	**24,7**	**13,4**	**v_{NE}**
280,0	151,2	306,4	165,4	26,4	14,2	
290,0	156,6	318,0	171,7	28,0	15,1	
300,0	**162,0**	**329,6**	**178,0**	**29,6**	**16,0**	**v_{D}**

Chapter 6

6. Assembly and Dismantling

6.1. Introduction
6.2. Dismantling the Horizontal Tail Surface
6.3. Dismantling the Rudder of the Vertical Tail Surface
6.4. Dismantling the Wings
6.5. Assembly

6.1. Introduction

The assembly of individual parts of the aeroplane is described in this chapter. At least two persons are necessary for the assembly and dismantling.

6.2. Dismantling the Horizontal Tail Surface

Release and unbolt the bolt M6 adjusting the position of the horizontal tail surface. This bolt is situated at the upper side of the stabiliser. Take care that spacers do not fall into the tail fin. For assembly, it is important to preserve the number of those washers. Release and remove the left and right screw of the main HT fittings. Tilt the HT so that it is possible to disconnect the pin of the control. Remove the HT and put it into a safe place to prevent its damage. Secure the ball bearing with a binding wire.

6.3. Dismantling the Rudder of the Vertical Tail Surface

Release and unbolt two M5 bolts connecting rudder with the cables. Release and lift up the upper pin. The rudder slips out by moving it backwards.

6.4. Dismantling the wings

Disconnect the control of ailerons in the cabin space. Release and remove the lock nut of the bolt of the wing pins. Screw the bolt off by about 20 mm. The helper lifts the wing a bit by holding it at the end. By light taps on the head of the bolt the bottom pin is knocked-out. Unscrew the bolt and remove the pin. Then the upper pin is driven out with the help of a rod with 18 mm diameter. After removed pins lift up the wing and disconnect the hoses of the static and total pressure. Those hoses must not be interchanged during assembly. Disconnect strobe-light or position light cables if the aircraft equipped with them.

6.5. Assembly

The assembly is carried out in the opposite way. All pins must be cleaned and greased and then secured. Take care about the proper adjustment of ailerons, which is done by shortening and extending the aileron connection struts.

Chapter 7

7. Description of the Aeroplane and Its Systems

7.1. Wing
7.2. Fuselage
7.3. Tail Surfaces
7.4. The Landing Gear
7.5. Control
7.6. The Driving Unit
7.7. Fuel System
7.8. Instrument Equipment
7.9. The Sense of Motion of the Control Elements
7.10. Cockpit Equipment

7.1. Wing

The cantilever tapered wing with conventional ailerons, slotted flaps and wing-tips. The main spar of laminated beech wood saturated with synthetic resin at a high temperature is placed in the 30% depth of wing. The wing is reinforced by ribs of plastic and composites. The wing skin is made of carbon composite sandwich. The flaps and ailerons are of all composites construction. The centre-section is welded from high quality CrMo steel tubes.

7.2. Fuselage

The fuselage is an all-carbon composite shell reinforced by bulkheads. The fuselage cross-section is elliptic, with wing fillets and spacious cockpit. The cockpit enclosure is from organic glass and it is lifted up and backwards. The engine space in the front part of the fuselage is separated by a firewall. The engine bed and the front wheel are fastened to a fire-proof engine bulkhead.

7.3. Tail Surfaces

The T-shaped tail surfaces are of all carbon composite construction. The horizontal tail surface has a trapezoidal shape formed by a rigid stabiliser and elevator. The vertical tail surface has a trapezoidal shape. The dorsal fin part is an integral part of the fuselage, the rudder is an all-carbon shell.

7.4. The Landing Gear

The landing gear is a fixed tricycle undercarriage with a controllable front wheel. The main landing gear is formed by a pair of composite flat springs. Main wheel dimensions are 350 x 100 mm, the front one 300 x 100 mm. The front wheel leg is made of duralumin tubes and composites equipped with a rubber spring. All wheels have an aerodynamic fairing, the main undercarriage wheels have disc brakes hydraulically controlled.

7.5. Control

The steering of all rudders is duplicated. The ailerons, elevator and the flaps are controlled with the help of connection struts and levers, the rudder with the help of steel wire ropes. Important check points have inspection openings overlapped by organic glass.

7.6. The Driving Unit

The driving unit is the engine ROTAX 912 UL or ULS and the two-blade ground adjustable propeller FITI.

7.7. Fuel System

The fuel system is formed by an integral fuselage tank with a fuel drain. Double fuel supply circuit with a spare electric pump. The pressure of supplied fuel is measured with a fuel-pressure gauge.

7.8. Instrument Equipment

The instrument equipment consists of basic instruments for flight control, engine control and navigation. The static and total pressure is taken from the Pitot tube at the bottom of the port wing. Standard instrument panels layout on the picture 7.10.

7.9. The sense of Motion of the Control Elements

Fig. 7.10

Foot-operated control

By pressing the left pedal 9, the aeroplane turns left when mowing at sufficient speed on the ground or in the air, and vice versa.

Hand-operated control

By pulling the control stick 3 towards the pilot, the nose lifts up (the angle of incidence increases) and the aeroplane climbs. By pushing the control stick, the aeroplane descends. By deflecting the control stick to left, the aeroplane banks to left, and vice versa.

Wing flaps – electric option

The flaps are actuated to the positions OFF, I, II, III by means of the linear potentiometer 6b. All flap positions are indicated by a control lamp.

Wing flaps – mechanical option

By pressing the securing pin on the control lever 6a, the wing flaps are released and extend to position I, II, III by an upwards motion, and vice versa.

The engine throttle

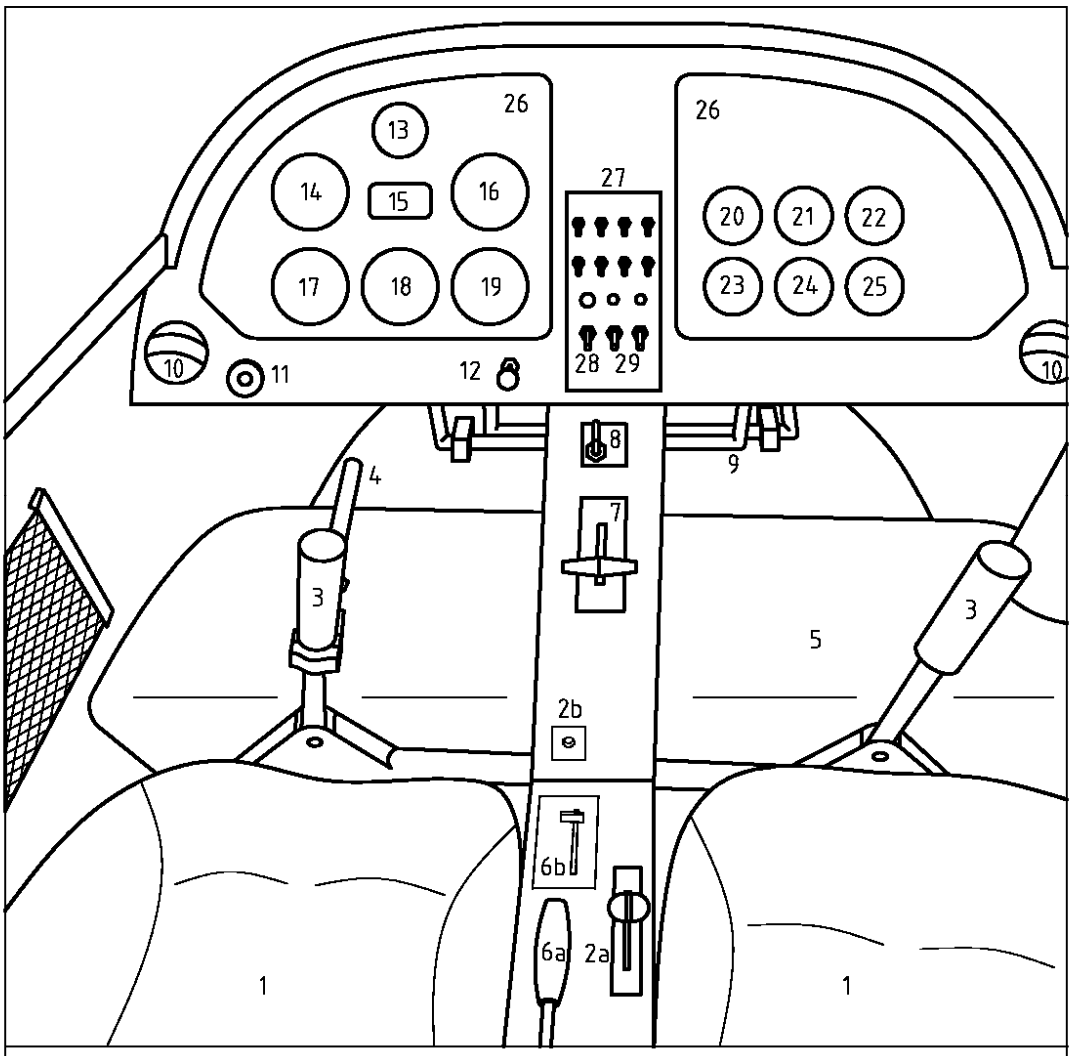
By moving the throttle 7 in the flight direction, the engine power increases, and vice versa.

Choke

Choke pushrod 11 pulled – the choke is turned on

Choke pushrod 11 pushed – the choke is turned off

7.10. Cockpit Equipment



1 – SEAT
2a – ELEVATOR TRIM
2b – ELECTRIC TRIM (OPT.)
3 – CONTROL STICK
4 – WHEEL BRAKE
5 – FUEL TANK
6a – FLAP CONTROL
6b – ELECTRIC FLAP CONTROL (OPT.)
7 – THROTTLE
8 – FUEL COCK
9 – PEDALS
10 – VENTILATION
11 – CHOKE
12 – HEATING
13 – COMPASS
14 – AIRSPEED INDICATOR
15 – INCLINOMETER
16 – ALTIMETER
17 – VERTICAL SPEED INDICATOR
18 – OPTIONAL 80mm INSTRUMENT
19 – RPM INDICATOR + MOTOR HOURS
20 – OIL TEMP. INDICATOR
21 – CYL. HEAD TEMP. INDICATOR
22 – EXHAUST GAS TEMP. INDICATOR
23 – OIL PRESSURE INDICATOR
24 – FUEL PRESSURE INDICATOR
25 – FUEL QTY. INDICATOR
26 – INSTRUMENT PANEL
27 – SWITCH PANEL
28 – MAIN SWITCH
29 – MAGNETO SWITCHES

Chapter 8

8. Care and Maintenance
8.1. Maintenance Schedule
8.2. Aeroplane Repairs
8.3. Major Overhaul
8.4. Anchorage of the Aeroplane
8.5. Cleaning and Care

8.1. Maintenance Schedule

Inspection, Mandatory Work	Inspection Period				
	10	**25**	**50**	**100**	**200**
Engine					
As per ROTAX Manual attached.					
Engine Compartment					
Engine Attachment Check integrity of construction with special care for welds, fixing points, silent blocks, bushings. Surface finish quality.				**x**	
Bolted Connections Check surface quality of bolted connections and bearing surfaces. Securing, tightening. Tighten and re-secure if necessary, Replace self locking nuts, split pins and securing wires.			**x**		
Silent Blocks Check elasticity of engine bearing, integrity of rubber blocks, degree of permanent deformation. Replace silent blocks if necessary, tighten, secure.				**x**	
Oil, Water and Fuel Hoses Check surface integrity, liquid leakage, quality of connections, protection against oscillating parts and exhausts. Replace if necessary.		**x**			
Working Liquids Check level, refill keeping instruction of engine manufacturer.	**x**				
Coolers Check integrity, sealing, purity.				**x**	
Controls Check control forces, free play, hinges, end stops adjustment, self-locking. Adjust, secure.			**x**		
Exhausts Check integrity, sealing, corrosion degree, springs quality and prestress. Grease ball connections.				**x**	
Carburetters Check surface quality, controls adjustment, quality of elastic connection flange – integrity, sealing. Replace flange if material degradations or surface cracks appear.		**x**			
Electric Installations Check quality, integrity and purity if cables, contacts, welds, bunched cable supports and bushings. Check gauges and senders connections.					**x**
Propeller Attachment Check quality of bolts, tightening moments, securing.				**x**	
Cockpit					
Control Sticks Check free movement in longitudinal and cross direction, clearance fits, end stops adjustment, securing. Replace pins or bolts if worn-out, grease, secure.				**x**	
Rudder Control Check integrity of pedals with special care for surface cracks near welds. Full and free movement right and left (raise nose wheel off ground), end				**x**	

stops adjustment, rudder cable tensioning, clearance fits, securing. Adjust, replace worn-out parts, grease, secure.					
Flap Control Check free movement of flap control lever, stable bearing in every flap position, interlock pin wear. Replace worn-out parts, grease, secure.			**x**		
Canopy – Open / Close Check quality and function of locks and hinges, canopy bearing. Adjust, replace worn-out parts, grease, secure.					**x**
Flight Control Instruments Check legibility, markings, attachment instruments in panel, installations, wiring.					**x**
Electric Installations Check quality, integrity and purity of cables, insulations, contacts and welds. Battery attachment, working condition.					**x**
Safety Belts Check fixing points rigidity, belt surface quality, adjustment.				**x**	
Fuel System Check leak-proof condition, fuel supply quality, fuel pumps and valve function, tank deaeration. Replace fuel filters.		**x**			
Parachute Rescue System Check general condition, attachment. Do mandatory work as per instructions of rescue system manufacturer.					**x**
Landing Gears					
Main Gear Check attachment rigidity, surface quality, degree of permanent deformation.			**x**		
Wheels Check attachment, brakes condition, brake pads, disc quality, leak-proof condition. Attachment and purity of wheel spats.		**x**			
Front Gear Check general condition, integrity, rubber damper, clearance, springing deflection, steering quality. Grease sliding bearings, replace rubber springs if worn-out.		**x**			
Fuselage Check general condition, integrity. Antennas, lights and coverings attachment.					**x**
Wing Check general condition, surface quality, integrity, attachment, fittings, clearance. Ailerons and flaps condition, surface quality, hinges, clearance, securing. Controls condition, free movement, end positions, clearance. Pitot tube condition and attachment.			**x**		
Tail Surfaces					
Rudder, Elevator Check general condition, hinges, movement, clearance, securing.					**x**
HT Stabilizer Check general condition, attachment, fittings, securing.				**x**	
	10	**25**	**50**	**100**	**200**

8.2. Aeroplane Repairs

Minor repairs are the repairs of those parts, which do not participate substantially in the aeroplane function and stiffness.
Among the permitted repairs are:

- the lacquer repair
- replacing the worn-out parts
- repairing the tyres of the landing wheels

These repairs can be carried out by the owner itself. Repairs of the torsion box, spars, wing or tail surfaces must be carried out in an special workshop.

8.3. Major Overhaul

The major overhaul is carried out after 1500 flight hours but not later than 10 years after putting the aeroplane into operation, unless decided otherwise during regular technical inspections or by the company bulletin. The overhaul will be carried out in a special workshop. The overhaul and maintenance are carried out according to the instructions of the engine producer.

8.4. Anchorage of the Aeroplane

The anchorage of the aeroplane is necessary in order to protect the aeroplane against eventual damage caused by the wind or wind blasts during parking outside the hangar. For the purpose, the aeroplane is equipped with parking grips at the bottom side of the wing and at the tail skid.

8.5. Cleaning and Care

The aeroplane surface should always be treated by using suitable cleaning agents. The oil and grease rests can be removed from the aeroplane surface by suitable surface active substances or eventually by petrol. The cockpit enclosure should be cleaned only by washing using a sufficient water flow with an addition of suitable surface active substances. Never use petrol or chemical solvents.

Chapter 9

9. Weight, Centre of Gravity

9.1. Introduction
9.2. Empty Weight
9.3. Maximum Take-Off Weight
9.4. CG Range
9.5. CG Determination
9.6. Useful Load, Weight Table

9.1. Introduction

The weight, useful weight and centre of gravity information is described in this chapter.

9.2. Empty Weight

The weight of aircraft full equipped, without fuel and crew. It is weighed as a total weight of all wheels weights.
The empty weight of the **ATEC 321 FAETA** including ROTAX 912 ULS and standard equipment with / without rescue system is

…… kg

9.3. Maximum take-off weight

……..…… kg

Never exceed the maximum take-off weight

9.4. Centre of gravity range

CG of empty aircraft is

……..% of MAC

The flight range of CG specified by manufacturer is

27 – 36% of MAC

Operation over this range is prohibited

Aircraft weight configurations limits

Crew weight kg	Fuel in tank 1 l = 0,775 kg	Luggage weight kg	Aircraft CG % MAC	Total weight kg
Min. weight of pilot …….	Full tank 70 l	0		
Max. weight of crew …….	Empty tank	0		
Max. weight of crew ……	Empty tank	5		

The aircraft CG is located in allowed range if kept the weight limits above.

9.5. Centre of gravity determination

The aircraft has to be weighed in flight position including crew and fuel.

Weight on main wheels	G_1	(kg)
Weight on front wheel	G_2	(kg)
Total weight	$G = G_1 + G_2$	(kg)
Distance from main wheel to front wheel centre	$x_{MW-FW} = 1,44$	(m)
Distance from main wheel centre to leading edge of wing in root point	$x_{MW-LE} = 0,77$	(m)
CG distance from main wheel centre	$x_{MW-CG} = G_2 * x_{MW-FW} / G$	(m)
Length of MAC	$b_{MAC} = 1,112$	(m)
Length of wing chord in the root area	$b = 1,3$	(m)
Back-swept MAC displacement	$s_y = 0,19$	(m)
CG distance from leading edge of wing in root point	$x_{LE-CG} = x_{MW-LE} - x_{MW-CG} = 0,77 - G_2 * 1,44 / G$	(m)
Distance from CG to leading edge of MAC	$x_{CG-MAC} = x_{LE-CG} - s_y = 0,58 - 1,44 * G_2 / G$	(m)
	$x_{CG-MAC\%} = x_{CG-MAC} * 100 / 1,112 = 52,16 - 129,50 * G_2 / G$	(%)

9.6. Useful weight, weight table

Useful weight is a difference between maximum take-off weight and the weight of empty aircraft.

The useful weight by empty weight ……. kg is ……. kg.

The weight table

Fuel tank 70 l 1 l = 0,775 kg	Crew weight kg including 5 kg luggage	CG % MAC	Total weight kg
¼ 17,5 l			
½ 35 l			
¾ 52,5 l			
1 70 l			